

2003

Virginia Department of Transportation

Daily Traffic Volume Estimates

Including Vehicle Classification Estimates

where available

Jurisdiction Report

79

Richmond County
Town of Warsaw

Prepared By

Virginia Department of Transportation

Mobility Management Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend





















Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	























Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Richmond Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year					
						2Axle	3+Axle	1Trail	2Trail												
Richmond County																					
	0.15	5400	G	From:	Westmoreland County Line				91%	1%	2%	1%	5%	0%	F	0.084	F	0.51	5300	G	2003
				To:	SR 203 Lyells																
	1.46	6700	G	From:	79-653				91%	1%	2%	1%	5%	0%	C	0.083	F	0.579	6600	G	2003
				To:	NCL Warsaw																
	0.79	6700	N	From:	NCL Warsaw				91%	1%	2%	1%	5%	0%	N	0.083	N	0.579	6600	N	2003
				To:	SR 3 Bus																
Town of Warsaw																					
	0.20	6700	N	From:	SR 3 Bus				91%	1%	2%	1%	5%	0%	N	0.083	N	0.579	6600	N	2003
				To:	US 360, SR 3 Bus																
Richmond County																					
	1.23	6700	N	From:	US 360, SR 3 Bus				90%	1%	3%	1%	5%	0%	N	0.083	N	0.579	6600	N	2003
				To:	SCL Warsaw																
Town of Warsaw																					
	0.11	7000	G	From:	79-642 Near Emmerton				90%	1%	3%	1%	5%	0%	F	0.081	F	0.568	6900	G	2003
				To:	79-692																
Richmond County																					
	6.20	7000	N	From:	79-608				90%	1%	3%	1%	5%	0%	N	0.081	N	0.568	6900	N	2003
				To:	Lancaster County Line																
	3.07	3800	G	From:	SR 3				90%	1%	3%	1%	5%	0%	F	0.083	F	0.666	3800	G	2003
				To:	79-692																
	2.37	3500	G	From:	79-608				90%	1%	3%	1%	5%	0%	F	0.086	F	0.534	3500	G	2003
				To:	79-608																
	2.70	3200	G	From:	SR 3				90%	1%	3%	1%	5%	0%	F	0.087	F	0.534	3100	G	2003
				To:	Lancaster County Line																
Town of Warsaw																					
	0.77	13000	N	From:	US 360				94%	0%	2%	1%	3%	0%	N	0.087	N	0.622	13000	N	2003
				To:	SR 3																
 	0.78	13000	G	From:	SR 3 Lyells				94%	0%	2%	1%	3%	0%	F	0.087	F	0.622	13000	G	2003
				To:	Westmoreland County Line																
Richmond County																					
	0.40	2700	G	From:	Essex County Line				86%	0%	3%	2%	8%	0%	F	0.081	F	0.687	2700	G	2003
				To:	W 79-624																
	3.98	14000	G	From:	WCL Warsaw				94%	0%	2%	1%	3%	0%	F	0.079	F	0.572	14000	G	2003
				To:	WCL Warsaw																
	0.40	14000	A	From:	W SR 3 Bus				94%	0%	2%	1%	3%	0%	C	0.096	A	0.518	14000	A	2003
				To:	E SR 3 Bus, SR 3																
Town of Warsaw																					
	2.02	14000	N	From:	ECL Warsaw				94%	0%	2%	1%	3%	0%	N	0.096	N	0.518	14000	N	2003
				To:	ECL Warsaw																
	0.78	13000	G	From:	79-661				94%	0%	2%	1%	3%	0%	F	0.087	F	0.622	13000	G	2003
				To:	79-661																
	0.37	8100	G	From:	79-661				94%	0%	2%	1%	3%	0%	F	0.085	F	0.564	8000	G	2003
				To:	ECL Warsaw																
Richmond County																					
	4.59	8100	N	From:	79-661				94%	0%	2%	1%	3%	0%	N	0.085	N	0.564	8000	N	2003
				To:	79-661																

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Mobility Management Division
2003
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Richmond Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
	2.97	6100	G	From:	79-661				F	0.088	F	0.661	6100	G	2003	
				To:	Northumberland County Line											
	3.16	410	G	From:	Lancaster County Line				F	0.105	F	0.667	410	G	2003	
				To:	79-601											
	2.23	400	G	95%	0%	2%	2%	1%	0%	F	0.101	F	0.643	400	G	2003
	0.26	470	G	To:	79-604 SOUTH				C	0.107	F	0.6	460	G	2003	
				To:	Northumberland County Line											
	2.90	210	R	From:	SR 3					NA			NA		08/22/2001	
				To:	79-600											
	1.64	240	R	From:	Dead End					NA			NA		09/26/2001	
				To:	79-607											
	0.03	340	R	95%	0%	2%	2%	1%	0%	F	0.101	F	0.643	400	G	2003
	0.11	200	R	To:	SR 3 EAST					NA			NA		09/26/2001	
				From:	SR 3 WEST											
	1.10	500	R	To:	79-692					NA			NA		09/26/2001	
				From:	79-612											
	3.00	140	R	From:	79-612					NA			NA		08/22/2001	
				To:	79-601											
	3.00	30	R	From:	79-601					NA			NA		09/05/2001	
				To:	79-612											
	0.60	20	R	From:	Dead End					NA			NA		09/05/2001	
				To:	79-600											
	1.20	20	R	From:	79-606					NA			NA		08/22/2001	
				To:	1.20 ME 79-606											
	0.50	20	R	95%	0%	2%	2%	1%	0%	F	0.101	F	0.643	400	G	2003
				To:	Dead End					NA			NA		08/22/2001	
				From:	Dead End											
	1.33	200	R	From:	Dead End					NA			NA		1998	
				To:	79-673											
	1.75	350	G	From:	94% 0% 2% 0% 3% 0%				C	0.087	F	0.6	340	G	2003	
				To:	79-608											
	0.90	230	R	From:	Dead End					NA			NA		1998	
				To:	79-602 Gap Terminus											
	3.25	590	G	From:	79-692 Gap Terminus				F	0.091	F	0.616	590	G	2003	
				To:	69-677											
	1.65	820	G	From:	79-677				F	0.094	F	0.6	810	G	2003	
				To:	79-617											
	0.50	560	G	From:	96% 0% 2% 0% 1% 0%				C	0.109	F	0.547	560	G	2003	
				To:	US 360											
	1.03	160	G	From:	79-642				F	0.089	F	0.533	160	G	2003	
				To:	79-610											

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Richmond Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
608	0.08	280	G	From:	79-610				F	0.09	F	0.68	270	G	2003	
				To:	79-613											
608	3.37	220	G	From:	79-606				F	0.090	F	0.814	220	G	2003	
				To:	SR 3											
609	1.35	80	R	From:	Dead End					NA			NA		08/22/2001	
				To:	79-610											
610	0.65	80	R	From:	79-647					NA			NA		08/22/2001	
				To:	79-657											
610	0.30	30	R	From:	Dead End; Gap Terminus					NA			NA		08/22/2001	
				To:	79-641											
610	0.75	100	R	From:	79-608					NA			NA		08/22/2001	
				To:	79-613											
611	1.50	170	R	From:	SR 3					NA			NA		08/15/2001	
				To:	79-602											
612	1.30	270	R	From:	79-616					NA			NA		08/22/2001	
				To:	66-600											
612	3.30	300	R	From:	79-608					NA			NA		08/22/2001	
				To:	79-611											
613	2.50	280	R	From:	SR 3					NA			NA		08/15/2001	
				To:	Dead End											
614	0.07	40	R	From:	79-669					NA			NA		08/15/2001	
				To:	79-642											
614	2.20	100	R	From:	79-615					NA			NA		08/15/2001	
				To:	79-643											
614	2.17	120	R	From:	79-643				C	0.112	F	0.615	590	G	2003	
				To:	SR 3											
614	0.35	40	R	From:	79-626					NA			NA		08/15/2001	
				To:	Dead End											
615	1.25	40	R	From:	Dead End					NA			NA		08/15/2001	
				To:	Dead End											
616	1.40	150	R	From:	79-612					NA			NA		1998	
				To:	66-600; 66-616											
616	3.90	80	R	From:						NA			NA		09/05/2001	
				To:												

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Richmond Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
617	0.80	790	G	From:	79-607				C	0.107	F	0.541	780	G	2003	
				To:	US 360											
618	1.00	290	R	From:	79-661				NA			NA		09/05/2001		
				To:	Northumberland County Line											
619	3.10	470	G	From:	SR 3				C	0.101	F	0.511	460	G	2003	
				To:	79-627											
619	1.42	500	G	From:	79-627				F	0.108	F	0.552	490	G	2003	
				To:	US 360											
619	2.80	620	G	From:	US 360				F	0.103	F	0.648	620	G	2003	
				To:	Westmoreland County Line											
620	0.15	130	R	From:	Dead End				NA			NA		08/15/2001		
				To:	SR 3											
620	2.31	250	R	From:	SR 3				NA			NA		09/26/2001		
				To:	US 360											
620	2.79	540	R	From:	US 360				NA			NA		09/05/2001		
				To:	Westmoreland County Line											
621	1.80	590	R	From:	79-624				NA			NA		08/16/2001		
				To:	79-690 WEST											
621	2.88	270	R	From:	79-690 EAST				NA			NA		08/01/2001		
				To:	79-637											
621	0.10	310	R	From:	79-637				NA			NA		08/01/2001		
				To:	Westmoreland County Line											
622	1.30	30	R	From:	Dead End				NA			NA		08/06/2001		
				To:	79-625											
622	0.70	80	R	From:	79-625				NA			NA		08/06/2001		
				To:	79-624 WEST											
622	2.10	80	R	From:	79-624 EAST				NA			NA		08/06/2001		
				To:	79-638 WEST											
622	0.20	210	R	From:	79-638 WEST				NA			NA		08/16/2001		
				To:	79-638 EAST											
622	0.70	600	G	From:	97% 0% 2% 0% 0% 0%				C	0.103	F	0.69	590	G	2003	
				To:	Westmoreland County Line											
623	1.28	400	R	From:	79-624				NA			NA		08/06/2001		
				To:	Westmoreland County Line											
624	1.20	110	R	From:	Dead End				NA			NA		1998		
				To:	SCL Warsaw											
Town of Warsaw																
624	0.10	110	N	From:	SCL Warsaw				NA			NA		1998		
				To:	US 360 EAST											
Richmond County																
624	0.20	2500	G	From:	US 360 WEST				F	0.093	F	0.631	2400	G	2003	
				To:	79-634											
624	0.80	2100	G	From:	79-634				C	0.092	F	0.663	2000	G	2003	
				To:	79-621											

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						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
624	1.10	1600	G	From:	79-621				F	0.088	F	0.659	1500	G	2003	
				To:	79-676											
624	3.27	1200	G	From:	79-636 NORTH				F	0.083	F	0.685	1200	G	2003	
				To:	79-638 SOUTH											
624	3.21	970	G	From:	79-638 NORTH				F	0.093	F	0.550	960	G	2003	
				To:	Westmoreland County Line											
625	0.65	9	R	From:	79-622					NA			NA		08/06/2001	
				To:	Dead End											
626	0.40	100	R	From:	SR 3					NA			NA		08/15/2001	
				To:	79-614											
627	2.14	350	R	From:	79-619					NA			NA		09/05/2001	
				To:	US 360											
627	0.06	370	R	From:	79-661					NA			NA		09/05/2001	
				To:	Dead End											
628	0.70	110	R	From:	79-620					NA			NA		1998	
				To:	US 360											
629	0.17	220	R	From:	79-695					NA			NA		09/05/2001	
				To:	Dead End											
630	1.25	90	R	From:	79-660				C	0.094	F	0.583	390	G	2003	
				To:	79-631											
630	1.69	870	G	From:	SR 3				F	0.092	F	0.622	860	G	2003	
				To:	Dead End											
631	1.30	210	R	From:	79-630					NA			NA		1998	
				To:	Dead End											
632	1.79	160	R	From:	79-679					NA			NA		1998	
				To:	39-698											
632	0.07	250	R	From:	79-698					NA			NA		08/15/2001	
				To:	SR 3											
633	2.51	10	R	From:	79-637					NA			NA		08/01/2001	
				To:	79-690											
634	0.55	50	R	From:	79-636					NA			NA		1998	
				To:												

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
634	4.06	370	G	From:	79-636					C	0.119	F	0.565	360	G	2003
				To:	79-624											
635	1.41	140	R	From:	79-624						NA			NA		08/01/2001
				To:	79-636											
636	1.70	170	R	From:	79-634						NA			NA		08/09/2001
				To:	79-640											
636	0.32	230	R	From:	79-624 SOUTH						NA			NA		08/09/2001
				To:	79-624 NORTH											
636	2.00	140	R	From:							NA			NA		08/09/2001
				To:	79-637											
637	0.70	130	R	From:	Dead End						NA			NA		08/06/2001
				To:	79-624 WEST											
637	1.50	230	R	From:	79-624 EAST						NA			NA		08/06/2001
				To:	79-636											
637	2.44	230	R	From:							NA			NA		08/01/2001
				To:	79-690 WEST											
637	1.50	130	R	From:	79-690 EAST						NA			NA		08/01/2001
				To:	79-621											
638	3.00	230	R	From:	Dead End						NA			NA		08/06/2001
				To:	79-624 SOUTH											
638	1.40	290	G	From:	79-624 MID					C	0.120	F	0.703	280	G	2003
				To:	79-639											
638	1.30	330	G	From:	99%					F	0.114	F	0.688	330	G	2003
				To:	79-622 EAST											
638	2.10	120	R	From:	79-622 WEST						NA			NA		08/06/2001
				To:	79-624 NORTH											
639	0.45	70	R	From:	79-638						NA			NA		08/06/2001
				To:	Dead End											
640	2.50	100	R	From:	79-636						NA			NA		08/01/2001
				To:	79-624											
641	1.10	90	R	From:	79-642						NA			NA		08/22/2001
				To:	79-610											
642	0.04	20	R	From:	Dead End						NA			NA		1998
				To:	79-665											
642	0.01	60	R	From:							NA			NA		1998
				To:	79-681											
642	1.10	260	R	From:							NA			NA		08/22/2001
				To:	79-641											
642	1.10	290	G	From:	95%					F	0.127	F	0.622	290	G	2003
				To:	79-608											
642	0.70	430	G	From:	95%					F	0.105	F	0.646	430	G	2003
				To:	79-614											

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						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
(642)	2.28	570	G	From: 95%	0%	4%	1%	1%	0%	C	0.102	F	0.632	570	G	2003
				To: 79-614												
(642)	0.90	760	G	From: 95%	0%	4%	1%	1%	0%	F	0.097	F	0.684	750	G	2003
				To: 79-651												
				To: SR 3												
(643)	1.16	180	R	From: 79-614							NA			NA		1998
				To: Dead End												
(644)	0.46	150	R	From: Dead End							NA			NA		09/05/2001
				To: 79-656												
(645)	0.70	110	R	From: Dead End							NA			NA		08/06/2001
				To: Westmoreland County Line												
(646)	0.55	60	R	From: US 360							NA			NA		08/06/2001
				To: 0.55 MN US 360												
(646)	0.99	60	R	From: 0.55 MN US 360							NA			NA		08/06/2001
				To: 79-621												
(647)	0.80	110	R	From: Dead End							NA			NA		1998
				To: 79-648												
(647)	0.90	170	R	From: 79-648							NA			NA		1998
				To: 79-610												
(647)	2.40	310	R	From: 79-610							NA			NA		08/22/2001
				To: 79-608												
(648)	0.70	40	R	From: 79-647							NA			NA		1998
				To: Dead End												
Town of Warsaw																
(649)	0.34	180	R	From: US 360 WEST							NA			NA		09/11/2001
				To: US 360 EAST												
Richmond County																
(650)	0.90	240	R	From: Dead End							NA			NA		09/05/2001
				To: 79-619												
(651)	0.20	30	R	From: 79-614							NA			NA		08/15/2001
				To: 0.20 MN 79-614												
(651)	1.92	30	R	From: 0.20 MN 79-614							NA			NA		08/15/2001
				To: 79-642												
(652)	0.53	70	R	From: Dead End							NA			NA		08/01/2001
				To: 79-683												
(652)	1.07	110	R	From: 79-683							NA			NA		08/01/2001
				To: 79-636												
(653)	0.45	120	R	From: SR 3							NA			NA		09/26/2001
				To: 79-667												
(653)	0.45	70	R	From: 79-667							NA			NA		09/26/2001
				To: Dead End												
(654)	1.30	20	R	From: Dead End							NA			NA		08/22/2001
				To: 79-600												

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						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
655	1.25	130	R	From:	Dead End						NA			NA		1998
				To:	79-614											
656	0.63	80	R	From:	Dead End						NA			NA		09/05/2001
				To:	79-644											
656	0.57	240	R	From:	79-617						NA			NA		09/05/2001
				To:	79-617											
657	0.90	45	R	From:	Dead End						NA			NA		1998
				To:	79-610											
658	0.52	90	R	From:	Dead End						NA			NA		1998
				To:	79-619											
659	0.50	20	R	From:	Dead End						NA			NA		08/01/2001
				To:	79-690											
660	0.35	70	R	From:	Dead End						NA			NA		1998
				To:	79-672											
660	0.15	140	R	From:	79-630						NA			NA		1998
				To:	79-630											
661	1.90	520	R	From:	US 360						NA			NA		09/05/2001
				To:	79-627											
661	0.08	40	R	From:	Dead End						NA			NA		09/05/2001
				To:	Dead End											
662	0.70	170	R	From:	79-661						NA			NA		09/05/2001
				To:	79-619											
663	1.00	60	R	From:	79-620						NA			NA		1998
				To:	Dead End											
664	0.45	110	R	From:	79-637						NA			NA		08/01/2001
				To:	Dead End											
665	0.10	40	R	From:	79-642						NA			NA		1998
				To:	Dead End											
666	0.06	NA		From:	Dead End						NA			NA		
				To:	SR 3											
667	0.64	20	R	From:	Dead End						NA			NA		09/26/2001
				To:	79-653											
668	0.15	90	R	From:	79-617						NA			NA		1998
				To:	US 360											
669	0.05	40	R	From:	79-614						NA			NA		1998
				To:	Dead End											
670	0.65	200	R	From:	US 360						NA			NA		1998
				To:	79-699											

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						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
671	0.45	70	R	From:	Dead End						NA			NA		09/05/2001
				To:	79-619											
672	0.35	60	R	From:	Dead End						NA			NA		1998
				To:	79-660											
673	0.84	80	R	From:	Dead End						NA			NA		1998
				To:	79-606											
674	0.40	60	R	From:	Dead End						NA			NA		08/01/2001
				To:	79-621											
675	0.61	30	R	From:	Dead End						NA			NA		1998
				To:	79-636											
676	0.98	40	R	From:	79-624						NA			NA		1998
				To:	Dead End											
677	0.30	47	R	From:	Dead End						NA			NA		09/05/2001
				To:	79-607											
678	0.67	30	R	From:	Dead End						NA			NA		08/06/2001
				To:	0.67 MS Dead End											
678	0.13	30	R	From:							NA			NA		08/06/2001
				To:	79-624											
679	0.35	90	R	From:	79-632						NA			NA		1998
				To:	Dead End											
680	0.40	110	R	From:	Dead End						NA			NA		1998
				To:	79-637											
681	0.40	140	R	From:	Dead End						NA			NA		1998
				To:	79-642											
682	0.09	20	R	From:	Dead End						NA			NA		1998
				To:	79-608											
683	0.38	10	R	From:	Dead End						NA			NA		1998
				To:	79-652											
684	0.55	48	R	From:	79-619						NA			NA		08/15/2001
				To:	Dead End											
685	0.35	110	R	From:	Dead End						NA			NA		1998
				To:	79-637											
686	0.08	70	R	From:	79-697						NA			NA		1998
				To:	79-1101											
686	0.07	90	R	From:							NA			NA		1998
				To:	US 360; FR-815											
687	0.12	160	R	From:	Dead End						NA			NA		1998
				To:	SR 3											

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						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
688	0.20	40	R	From:	Dead End						NA			NA		1998
				To:	79-630											
689	0.19	60	R	From:	Cul-de-Sac						NA			NA		1998
				To:	SR 3											
Town of Warsaw																
690	0.20	1000	G	From:	SR 3					F	0.113	F	0.537	1000	G	2003
				To:	NCL Warsaw											
Richmond County																
690	2.64	670	G	From:	NCL Warsaw					C	0.093	F	0.629	670	G	2003
				To:	79-621 WEST											
690	2.49	430	R	From:							NA			NA		08/06/2001
				To:	79-637 EAST											
690	1.50	380	R	From:							NA			NA		08/01/2001
				To:	79-633											
690	0.50	370	R	From:							NA			NA		08/01/2001
				To:	Westmoreland County Line											
691	0.85	30	R	From:	Westmoreland County Line						NA			NA		08/06/2001
				To:	Dead End											
692	0.40	380	R	From:	SR 3 SOUTH						NA			NA		09/26/2001
				To:	79-607											
692	0.22	800	G	From:	94%	0%	3%	1%	2%	C	0.097	F	0.539	790	G	2003
				To:	SR 3 NORTH											
693	0.30	120	R	From:	Dead End						NA			NA		1998
				To:	79-624											
694	0.19	30	R	From:	79-635						NA			NA		08/01/2001
				To:	Dead End											
695	0.15	170	R	From:	US 360						NA			NA		09/05/2001
				To:	79-629											
696	0.19	30	R	From:	Dead End						NA			NA		08/22/2001
				To:	SR 3											
697	0.66	210	R	From:	US 360						NA			NA		09/26/2001
				To:	79-686											
697	0.76	140	R	From:							NA			NA		09/26/2001
				To:	79-620											
698	0.36	60	R	From:	Dead End						NA			NA		1998
				To:	79-632											
699	0.13	90	R	From:	Dead End						NA			NA		1998
				To:	79-670											
Town of Warsaw																
700	0.13	190	R	From:	US 360						NA			NA		10/17/2001
				To:	NCL Warsaw											

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						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
700	0.20	170	R	From:	NCL Warsaw					NA			NA		09/11/2001	
				To:	Dead End											
701	0.70	40	R	From:	79-610					NA			NA		08/22/2001	
				To:	Cul-de-Sac											
702	0.17	NA		From:	79-704					NA			NA			
			To:	Cul-de-Sac												
703	0.15	100	R	From:	Dead End					NA			NA		08/15/2001	
				To:	79-704											
704	0.38	90	R	From:	Cul-de-Sac					NA			NA		08/15/2001	
				To:	79-703											
705	0.04	60	R	From:	79-620					NA			NA		08/15/2001	
				To:	Dead End											
707	0.30	40	R	From:	SR 3					NA			NA		1998	
				To:	Dead End											
708	0.38	40	R	From:	79-614					NA			NA		1998	
				To:	Dead End											
709	0.19	90	R	From:	79-630					NA			NA		1998	
				To:	SR 3											
710	0.42	60	R	From:	Dead End					NA			NA		08/22/2001	
				To:	79-606											
720	0.20	30	R	From:	79-642					NA			NA		08/22/2001	
				To:	Cul-de-Sac											
Town of Warsaw																
1000	0.25	70	R	From:	SR 3					NA			NA		09/11/2001	
				To:	Cul-de-Sac											
1001	0.75	370	G	96%	0%	3%	0%	1%	0%	C	0.092	F	0.571	370	G	2003
				To:	NCL Warsaw											
1002	0.23	280	R	From:	SR 3					NA			NA		09/26/2001	
				To:	79-1001											
1003	0.23	1100	R	From:	SR 3					NA			NA		09/11/2001	
				To:	US 360											
1004	0.17	300	R	From:	US 360; SR 3 BUS; BEGIN LOOP					NA			NA		09/11/2001	
1004	0.13	310	R	To:	79-1036					NA			NA		09/11/2001	
				To:	End Loop											
1005	0.18	30	R	From:	79-1012					NA			NA		1998	
				To:	79-1006											
1005	0.17	80	R	From:	79-1006					NA			NA		1998	
				To:	79-1020											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Warsaw																
1005	0.08	110	R	From:	79-1020						NA			NA		1998
				To:	79-690											
1006	0.08	310	R	From:	79-1012						NA			NA		09/11/2001
				To:	79-1005											
1006	0.10	520	R	From:	SR 3						NA			NA		09/11/2001
				To:	US 360; 79-624											
1007	0.13	1900	R	From:	Dead End						NA			NA		09/11/2001
				To:	US 360											
1008	0.19	130	R	From:	79-1002						NA			NA		09/26/2001
				To:	79-1028											
1009	0.09	200	R								NA			NA		1998
1009	0.02	240	R	From:	79-1014 SOUTH						NA			NA		1998
				To:	79-1014 NORTH											
1009	0.06	260	R	From:	79-1010 SOUTH						NA			NA		1998
				To:	79-1010 NORTH											
1009	0.03	320	R	From:	79-1010 NORTH						NA			NA		09/11/2001
				To:	US 360											
1010	0.06	10	R	From:	WCL Warsaw						NA			NA		1998
				To:	79-1011											
1010	0.09	100	R	From:	79-1009						NA			NA		1998
				To:	79-1009 SOUTH											
1010	0.14	30	R	From:	79-1018						NA			NA		1998
				To:	79-1014											
1011	0.09	20	R	From:	79-1010						NA			NA		1998
				To:	Dead End											
1012	0.11	60	R	From:	79-1005						NA			NA		1998
				To:	79-1006											
1012	0.08	110	R	From:	Dead End						NA			NA		1998
				To:	US 360; 79-1016											
1013	0.18	150	R	From:	Dead End						NA			NA		09/11/2001
				To:	WCL Warsaw											
1014	0.04	20	R	From:	79-1011						NA			NA		1998
				To:	79-1009											
1014	0.09	40	R	From:	79-1018						NA			NA		1998
				To:												

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						2Axle	3+Axle	1Trail	2Trail							
Town of Warsaw																
1015	0.23	100	R	From:	Cul-de-Sac						NA		NA		09/11/2001	
				To:	0.23 MN Cul-de-Sac											
1015	0.33	280	R	From:							NA		NA		09/11/2001	
				To:	79-1036											
1015	0.09	870	R	From:							NA		NA		09/11/2001	
				To:	US 360											
1016	0.40	410	R	From:	79-1017						NA		NA		1998	
				To:	US 360											
1017	0.04	80	R	From:	Dead End						NA		NA		1998	
				To:	79-1016											
1017	0.07	170	R	From:							NA		NA		1998	
				To:	79-1023											
1017	0.10	90	R	From:							NA		NA		1998	
				To:	Dead End											
1018	0.05	80	R	From:	SCL Warsaw						NA		NA		1998	
				To:	79-1014											
1018	0.10	110	R	From:							NA		NA		1998	
				To:	79-1010											
1018	0.08	170	R	From:							NA		NA		1998	
				To:	79-649											
1019	0.15	60	R	From:	US 360						NA		NA		1998	
				To:	Dead End											
1020	0.12	40	R	From:	79-1005						NA		NA		1998	
				To:	NCL Warsaw											
1021	0.15	680	R	From:	79-1022						NA		NA		1998	
				To:	US 360											
1022	0.18	1100	R	From:	SR 3						NA		NA		1998	
				To:	79-1021											
1022	0.04	1400	R	From:							NA		NA		1998	
				To:	Dead End											
1023	0.16	80	R	From:	Dead End						NA		NA		1998	
				To:	79-1017											
1027	0.15	60	R	From:	Dead End						NA		NA		1998	
				To:	79-649											
1028	0.13	110	R	From:	79-1029						NA		NA		1998	
				To:	79-1009											
1028	0.02	20	R	From:							NA		NA		1998	
				To:	Dead End											
Richmond County																
1029	0.09	40	R	From:	Dead End						NA		NA		1998	
				To:	79-1028											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Warsaw																
(1033)	0.17	130	R	From:	US 360						NA			NA		1998
(1033)	0.09	80	R	To: From:	79-1034						NA			NA		1998
				To:	Dead End											
(1034)	0.05	50	R	From:	79-1033						NA			NA		1998
				To:	Cul-de-Sac											
(1035)	0.07	410	R	From:	US 360						NA			NA		09/11/2001
(1035)	0.22	160	R	To: From:	79-1037						NA			NA		09/11/2001
(1035)	0.04	10	R	To: From:	79-1038						NA			NA		09/11/2001
				To:	Dead End											
(1036)	0.04	610	R	From:	79-1004						NA			NA		1998
				To:	79-1015											
(1037)	0.18	130	R	From:	79-1035						NA			NA		1998
(1037)	0.02	20	R	To: From:	0.18 MN 79-1035						NA			NA		1998
				To:	Dead End											
(1038)	0.16	100	R	From:	Cul-de-Sac						NA			NA		1998
(1038)	0.05	30	R	To: From:	79-1035						NA			NA		1998
				To:	Cul-de-Sac											
Richmond County																
(1040)	0.05	30	R	From:	Cul-de-Sac						NA			NA		1998
				To:	79-620											
(1041)	0.12	48	R	From:	Cul-de-Sac						NA			NA		1998
				To:	79-620											
(1060)	0.14	80	R	From:	79-607						NA			NA		1998
				To:	79-1061											
(1061)	0.06	10	R	From:	Cul-de-Sac						NA			NA		1998
(1061)	0.11	40	R	To: From:	79-1060						NA			NA		1998
				To:	Cul-de-Sac											
(1101)	0.15	40	R	From:	79-1102						NA			NA		1998
				To:	79-686											
(1102)	0.07	30	R	From:	79-1101						NA			NA		1998
				To:	79-697											
(1110)	0.20	NA		From:	79-620						NA			NA		
				To:	Dead End											
(1111)	0.29	NA		From:	Cul-de-Sac						NA			NA		
				To:	79-1110											

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						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
9350	0.12	280	R	From:	SR 3					NA			NA			09/26/2001
				To:	SR 3											
9838	0.15	380	R	From:	US 360					NA			NA			09/26/2001
				To:	US 360											